

GASOLINE TAX ONLY TO GET RECIPROCITY

Gov. Ritchie and Other Maryland Officials Announce Stand In D. C. Negotiations.

Maryland officials are powerless to enter into any negotiations for reciprocity with the District of Columbia save through the establishment of a gasoline tax in the District, according to a statement made yesterday by John N. Mackall, chairman of the Maryland State highway commission, to officials of the American Automobile Association here.

Mr. Mackall explained that the Maryland legislature had passed a law authorizing the governor of Maryland to negotiate for reciprocity between the District and Maryland January 1, 1924, provided the District would pass a gasoline tax before that time.

Any other method, he said, would delay reciprocity for still another year as the Maryland legislature does not meet again until June 1, 1924, by which time all money of the District of Columbia would have been expended.

"We have been working for reciprocity between the District and Maryland for many years," said Mr. O. Eldridge, executive chairman of the A. A. A., yesterday, "and naturally were greatly interested in published reports that Maryland officials had decided to abandon all opposition to reciprocity with the District and make it an accomplished fact in the near future."

"However, when we called up

Factory in Toledo Produces 120,000 Spark Plugs Daily

On Present Schedule 271 Every Minute Are Turned Out by Champion Plant.

The factory of the Champion Spark Plug Company, at Toledo, is said to be the largest in the world devoted to making this important article of motor-car equipment.

On its present schedule, the Champion plant is making 120,000 spark plugs each working day, which means that they are being produced at the rate of 271 per minute.

It doesn't mean that Champion plugs are really turned out in fractions of a second, of course. Actually each plug is several days in process of manufacture. But it does mean that in 1922 the Champion company made more than 35,000,000 complete spark plugs.

The American Automobile Association has tried to obtain reciprocity for many years," Mr. Eldridge continued, "through bills introduced in Congress, and we still hope to see Congress pass a law that will give the automobile tag of any State or District full recognition in any other State or District in the United States."

"At the same time, we believe that a tax on gasoline, when in lieu of all other taxes, is the fairest method of taxing an automobile and as a vote of our members in the District showed a sentiment approximately seven to one in favor of such a tax we have worked to bring about a gasoline tax in Washington."

"We shall continue our efforts for nationwide reciprocity, as there are thirty-four States that do not grant full reciprocity, but in the meantime we believe that the gasoline tax which will effect a great saving to motorists by the elimination of the purchase of Maryland tags, is the quickest method by which reciprocity between the District of Columbia and Maryland can be brought about."

HEADLIGHT LAWS CAUSE CONFUSION

Variety of Statutes Makes Trouble for Interstate Auto Traveler.

The United States Bureau of Public Roads is authority for the statement that recently a motorist, in passing through four States, was compelled to buy four different sets of headlight lenses for his car.

This was necessary to comply with the laws of four individual States.

The N. M. A. is making an investigation of this problem for the purpose of recommending a solution for adoption by the respective States that will be uniform in all of its operating features.

In a statement on this subject, Secretary Caloy, of the N. M. A., says that "what is fish in one State should not be fowl in another State."

Many of the State statutes throughout the country carry provisions that were promoted by the lens and electric corporations on which they have "waxed fat," and all at the expense of the motoring public.

The latest imposition on the gullible motorist was by Massachusetts in the form of a tail light during darkness.

A searchlight on a fast traveling vehicle, going twenty-five miles an hour or more on a public highway, would not enable one to read the numbers correctly in such a short space of time that it takes a traveling car to flash by. If you cannot read the number on a fast-moving vehicle during the day time, then all the special lights in, under, or around a registration plate will not show up the number unless the number itself is of a distinctive and legible character.

We all know that there is need for regulation of headlights and spotlights and that they will not present any unnecessary glare when passing other vehicles. However, this is not the last solution of anti-glare as street and highway grades change the focus or alignment of the light, and there is not a State that does not have highway grades of one degree or another.

The engineers of the country will be asked to go into a more intensive study of this problem so that the headlight nuisance can be regulated by "fool-proof measures."

Piston "Freezes" When It Lacks Lubrication

"Freezing" is a term applied to what happens to the piston if the cylinder is not cooled. It is as liable to happen in Summer as in winter. The piston, due to lack of lubrication, expands to such a point that it has much friction in the cylinder, and, on account of the high temperature, becomes fast, or is said to "freeze."

HERE'S a novel and attractive show window arranged by the Oldsmobile Sales Company, at 1016 Connecticut avenue. The Christmas scheme is well carried out and the beauty of the scene has excited considerable comment.

This window is one of the leading displays in the Oldsmobile window decoration contest for all Oldsmobile firms in the United States.



EXTRA TANK IS GOOD PLAN FOR LONG TOUR

A tourist who was anxious to make good time over a county not too plentifully supplied with filling stations installed a second fuel tank in the rear of his car. This second tank, salvaged from a wrecked car, was of standard type and was mounted on two stout brackets, screwed to the rear seat frame.

Strap irons were placed about the tank and also secured, and the vent on the underside was provided with an extension pipe and a valve which could be padlocked.

Under ordinary driving conditions the second tank was kept empty, but at certain times this, too, was filled. When the lower tank had been drained and there was no filling station handy, a short length of rubber hose was shipped over the valve nozzle of the upper tank and the end inserted into the mouth of the lower.

Comparative Insurance Rates.

Motor vehicle accident insurance rates are higher in New York city than anywhere else in the world.

A New Automobile Invention.

An automobile, capable of being operated by a legless man, has been invented by Arthur M. Van Rensselaer, of New York city. The machine is a motor-propelled, three-wheeled vehicle, thirty-two inches wide and seventy-six inches long, carrying three persons. The controls are entirely hand operated.

Many Motorists Visit Yellowstone.

During the Yellowstone Park season recently closed, 64,864 visitors reached the park by motor, as compared with 33,358 by rail. No fewer than 18,379 incoming automobiles and motorcycles passed through the park gates.

Every State in the Union was represented by those who motored to the park.

Mirrors Required by Law.

Fifteen States and the District of Columbia now require mirrors on motor trucks. The States include California, Delaware, Indiana, Kentucky, Maine, Maryland, Massachusetts, Michigan, Missouri, New Jersey, New York, Pennsylvania, Vermont and Washington.

INNER TUBE USED FOR ODD SERVICE

Unexpected failure of the hose connection between the top of the engine and the radiator is likely to occur when water is most needed—when navigating unspeakably rough roads, for instance—and it is well to have the means at hand to make an emergency repair.

When the accident happened to me I cut a section of inner tube to replace the worn-out hose, and despite the excessive diameter of the tube made a tight connection, says a writer in Motor.

This was accomplished by folding the ends of the tube back and not only compressing the rubber on itself, but providing a thick cushion at the points where the hose clamps belong.

Great Italian Highway Planned.

Italy is planning for the construction of a giant highway between Milan and the Italian lake district for the exclusive use of passenger automobiles and buses. The road is to be completed in 1923.

AUTOMOBILE 'TICKS' FASTER THAN WATCH

Debate on Mechanical Merits Brings Out New Way of Comparison.

Which is more marvelous from a mechanical standpoint, a watch or an automobile? This question was the subject of an interesting discussion the other day in the office of Robert K. Jack, chief engineer of the Olds Motor Works, Lansing, Mich. The debates, all attached to the engineering staff, naturally brought facts and figures to prove their respective contentions.

Those who championed the cause of the watch got out their pencils and figured that a watch ticks sixty times a minute, 3,600 times in one hour, 86,400 times in one day, 31,536,000 times a year and 630,720,000 times in twenty years.

Those who were for the motor car admitted that a watch did a wonderful job of work and were a bit skeptical about proving their point until they began to figure what the Oldsmobile Eight has just done on a 50,000 mile tour for the Frint Motor Car Company, of Milwaukee, in "ticking" a record.

They too got busy with pencils and figures. While the car is traveling one mile, the engine turns over 3,213 times. There are 12,852 separate explosions taking place while the car is traveling this distance. Carrying out this line of thought a little farther it was proved that one explosion takes place for each five inches of car travel and by the time the car has completed its 50,000 mile journey there will have been 642,600,000 explosions in the engine.

"In other words," says Mr. Jack, "since this car was driven the entire 50,000 miles in seven months, there were more explosions in the engine in that time than a watch ticks in twenty years. This may be a crude way of putting the case of the automobile for endurance, but it is comparable at least with a mechanism familiar to almost everyone. The comparison is all the more startling when one considers that every explosion in the Oldsmobile engine represents an instantaneous explosive pressure of approximately 300 pounds per square inch."

To Ride Easier, Hit Bumps with Clutch Out

Throw out the clutch when about to go over a bump in the road. It is surprising how much easier the car rides when this is done. The car merely coasts over instead of being driven, and so the shock is reduced. If there is room, it is well to approach such obstructions at an angle; then only one wheel strikes it at a time, and the shock is still further reduced.

Auto Emblems Are Exempted From Excise

Internal Revenue Bureau Holds Tags Are Not Considered as Accessories.

Emblems designed to be attached to automobiles to show membership in automobile clubs and associations are no longer subject to a Federal excise tax, according to a ruling by the Internal Revenue Bureau. The question of the tax on this tax was raised by the legislative board of the National Motorists Association.

Under regulations issued for the purpose of interpreting section 900 of the Revenue Acts of 1918 and 1921, the radiator emblem was held to fall within the category of an automobile accessory or part.

The request which brought about the amendment to the regulations was submitted several weeks ago to Deputy Commissioner A. C. Holden in charge of sales tax. It was supplemented by a brief which emphasized the points brought out in the oral argument as to why the emblem was improperly classified.

These arguments were fully sustained in a communication from Deputy Commissioner Holden, in which he says:

"You are advised that this office now holds that emblems designed to be attached to automobiles to show membership in automobile clubs, associations, etc., are not considered automobile accessories or parts and are not subject to tax under section 900 of the Revenue Acts of 1918 and 1921."

WINTERFRONT The Automatic Radiator Shutter Cover Indispensable in Winter

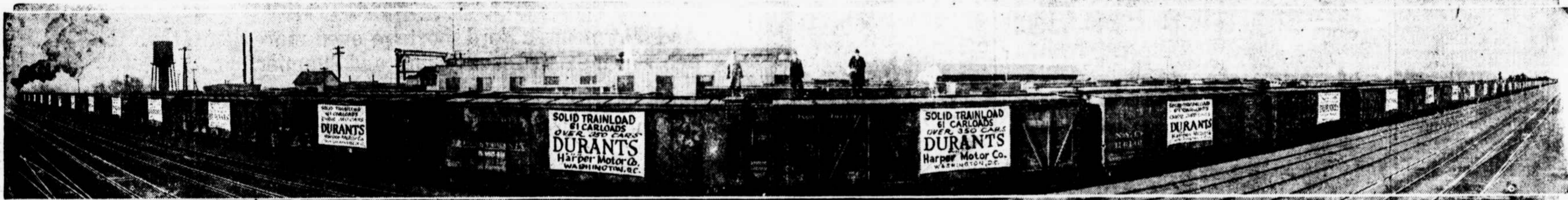


The "WINTERFRONT" completely covers and protects the radiator while it is cold, but automatically opens after radiator temperature has passed 130° F. shuts out the cold and holds the warmth. Gives summer running conditions under hood at all times.

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